

Spill Prevention and Response

Puget Sound Management Plan Goal

- To enhance spill preparedness and response activities, while emphasizing spill prevention in Puget Sound and its tributaries, and to ensure that the spill prevention and response actions of state agencies are coordinated among themselves and with federal, local, tribal and private efforts.

Strategies for Achieving Goal

- Review and approve industry spill prevention and contingency plans.
- Update and revise the plans and policies for spill prevention and response.
- Seek improvements in vessel, liquid petroleum pipeline and oil facility safety.
- Provide education and technical assistance on spill prevention.

Background and Trends

Puget Sound is one of the country's primary centers for refining petroleum. In the northern Puget Sound, refineries at Cherry Point and Anacortes import 550,000 barrels of unrefined oil each day. Oil is delivered by vessels through the Strait of Juan de Fuca and via the Trans-Mountain Pipeline from Canada. Roughly 300,000 barrels of refined products are exported daily by tanker vessels to other domestic locations and via the Olympic Pipeline to Oregon.

The huge volume of oil moving through the basin requires a strong program to prevent and respond to spills. Oil products can cause tremendous

environmental damage when spilled or released to the land or water.

During the last decade, Washington has significantly improved its capabilities to prevent and respond to spills and has passed new laws to specifically address these issues. The state trains local emergency response personnel to prevent and respond to spills. There has also been an emphasis on educating boaters, operators of fishing fleets, harbormasters and other marine industry personnel. Washington coordinates its efforts with British Columbia.

In 1999, an underground pipeline broke next to Whatcom Creek in Bellingham. Approximately 277,000 gallons of gasoline were spilled and ran down the creek towards Bellingham Bay. The gasoline caught fire, killing three young people and causing significant damage to the habitat along the creek. As a result, new state legislation was adopted to strengthen programs to protect people, property and the environment from pipeline accidents.

Highlights of 2001-2003 Actions

- The Department of Ecology will participate as co-lead with the U.S. Coast Guard and Environmental Protection Agency to update the Northwest Area Contingency Plan, geographic response plans and related planning documents.
- Ecology will continue to inspect cargo, passenger and fishing vessels, oil tankers (on a voluntary basis) and marine fuel transfer operations.
- Ecology will continue to provide public education and technical outreach to the regulated community and community groups.

- Ecology will continue to maintain around-the-clock spill response capability in regional offices and respond to significant spills of oil and hazardous materials in inland and marine areas.
- Ecology will implement the 24 recommendations of the North Puget Sound Oil Spill Risk Management Panel, in conjunction with the U.S. Coast Guard.
- University of Washington Sea Grant will work on identifying the causes and sources of persistent small oil spills and develop educational strategies to eliminate these spills.
- Ecology will provide cost-share funds for an emergency response tug in Neah Bay for the first year of the biennium. After that time additional funds will be required.

2001-2003 Budget for State Actions

Total Enhancement	\$1,700,000
Total Provided Funding	\$3,940,000

STATE AGENCY ACTIONS		OUTCOMES		See page 9 for key.					
				Pri-ori-ty	Non-point	Sal-mon	Budget Code	PS Plan Element	Action ID
DEPARTMENT OF ECOLOGY									
The Department of Ecology will continue to participate as a co-lead with the U.S. Coast Guard and the Environmental Protection Agency in the annual review and update of the Northwest Area Contingency Plan, geographic response plans and related planning documents.	The response to significant spills of oil and hazardous materials will be rapid, effective and well-coordinated.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DOE-09	SP-1	145		
Continue to inspect cargo, passenger and fishing vessels; oil tankers (shifting to a voluntary program); and marine fuel transfer operations (bunkering).	Approximately 450 vessel inspections will be conducted each year, helping to reduce the size and frequency of oil spills. Budget enhancement requested to perform 440 additional inspections per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DOE-09	SP-1	146		
Continue to review and approve oil spill prevention plans for oil handling facilities and pipelines.	The size and frequency of oil spills from major facilities will be reduced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DOE-09	SP-1	147		
Continue to review and approve oil-spill contingency plans for vessels, facilities and pipelines. Significantly increase emphasis on oil pipeline contingency planning.	Agency and organizational response to significant spills of oil and hazardous materials will be rapid, effective and well coordinated.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DOE-09	SP-1	148		
Continue to provide public education and technical outreach to the regulated community and stakeholders through a variety of mechanisms including: an actively maintained web site; an oil-spill advisory committee; publication of a quarterly newsletter, an annual report, VEAT and prevention and safety advisory bulletins; and technical assistance during vessel inspections.	Spill prevention and response activities will be well coordinated with the public and operators of regulated vessels and facilities. Spill frequency will be reduced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DOE-09	SP-4	149		
Continue to maintain around-the-clock spill response capability in regional offices. Respond to significant spills of oil and hazardous materials in inland and marine waters.	Impacts to the environment will be lessened through rapid, effective and well-coordinated responses to oil and other hazardous materials spills.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DOE-09	SP-1	150		
Implement the 24 recommendations of the North Puget Sound Oil Spill Risk Management Panel, in conjunction with the U.S. Coast Guard. These recommendations focus on measures that will prevent oil spills from vessels in the marine transportation corridor from the entrance to the Strait of Juan De Fuca though the San Juan Islands. Continue Panel follow-up activities that will improve marine safety. Particular emphasis will be placed on gaps in marine safety on the northern outer coast, the entrance to the Strait of Juan De Fuca and in Haro Strait on the west side of the San Juan Islands. These shared water related activities will involve significant coordination through the States/ BC Oil Spill Task Force and other venues.	The frequency and risk of major and catastrophic oil spills in north Puget Sound will be reduced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DOE-09	SP-1	152		
Provide cost-share to match federal funds to provide rescue tug at Neah Bay for fiscal year 2002. Additional funds will be needed after that.	Frequency of major spills in the northern outer coast and western Strait of Juan de Fuca is reduced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DOE-09	SP-1	153		

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		See page 9 for key.					
STATE AGENCY ACTIONS	OUTCOMES	Pri-ori-ty	Non-point	Sal-mon	Budget Code	PS Plan Element	Action ID
UNIVERSITY OF WASHINGTON, WASHINGTON SEA GRANT PROGRAM							
Coordinate with boaters, marina and port operators, and commercial boating associations to identify the causes and sources of persistent small oil spills and develop educational strategies to eliminate these spills.	Small oil spills from port, marina and commercial boat operations will continue to be reduced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UW-02	SP-4	154
Provide workshops to help ports, marinas, commercial fishers, ferries and cruise ships prevent small oil spills.	Ports, marinas, commercial fishers, ferries and cruise ship operators will learn about and use best management practices to reduce and eliminate small oil spills.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UW-02	SP-4	155
Coordinate activities to prevent oil spills with various industry and agency staff and organizations, such as the National Oceanic and Atmospheric Administration, U.S. Coast Guard, Department of Ecology, Waste Information Network, Washington Public Ports Association, Pacific Coast Congress of Harbormasters and Port Managers, Pacific Oil Spill Prevention Education Team and Puget Soundkeeper Alliance.	Workshops, preparation and distribution of materials, and educational events will be better coordinated and will reach a broader, more diverse audience with a consistent message.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UW-02	SP-4	156
Develop educational materials, fact sheets, oil-spill prevention kits and other items that address prevention of small oil spills by using best management practices	Educational materials will be distributed to boaters and the boating industry, resulting in use of best management practices and ultimately in the reduction or elimination of small oil spills.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UW-02	SP-4	157